

No. 7161	號四十六百壹千七第	日壹念月十年辰庚歲光	HONGKONG, TUESDAY, NOVEMBER 23RD, 1880.	二拜禮	號三十二月壹十英	港香	PRICE \$2 PER MONTH.
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INTERNET ACTIVITIES

THEATRE ROYAL.

CITY HALL, HONGKONG.

I G N O R C A G L I S .
SING AND MUSIC ACCOMPANIED BY
ITALIAN OPERA COMPANY
will give their
FIRST PERFORMANCE
THIS (TUESDAY) EVENING,
NOVEMBER 23RD.

PRICES OF ADMISSION.

Single Dress Circle.....	\$8.
Single Stall	3.
EMPEROR'S BOXES	10.
SERIES OF EIGHT DISTINCT PERFORMANCES (to Dress Circle)	\$14.
PRO (to Stalls)	\$30.

Seats may be secured and Tickets obtained at
GILLY and WATSON'S,
HONGKONG, 6th November, 1859. [17-7]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI, VIA AMOY,
 taking Cargo and Passengers at through rates
 for HANKOW and PORTS on the YANGTZE.
 THE Company's Steamship

 "MENE LAUS."
 Captain J. Nield, will be despatched TO-MOR-
 ROW, the 24th instant, at 10 P.M.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents,
 Hongkong, 22nd November, 1889. 1171

 FOR SWATOW, AMOY, AND TAMSUI,
 THE Steamship

 "ALBAH."
 Captain F. Aertius, will be despatched for the
 two Ports TO-MORROW, the 24th instant,
 DAYLIGHT.
 For Freight or Passage, apply to
 DOUGLAS LAIDLAK & Co.,
 Agents,
 Hongkong, 22nd November, 1889. 11815

 FOR HONGKONG, PAKHOI, AND
 HAIPHONG
 THE Steamship

 "PING-ON,"

Captain Abbott will be despatched for the above
 Ports TO-MORROW, the 24th instant,
 SIX P.M.
 For Freight or Passage, apply to
 J. LUSSELL & Co.,
 Hongkong, 23rd November, 1880. [1820
 THE STEAMSHIP
 FOR SWATOW, AMOY, AND FOCHOW.
 "THE FOKIEN."
 Captain Abbott will be despatched for the above
 Ports ON FRIDAY, the 26th instant, at DAY-
 BREAK.
 For Freight or Passage, apply to
 DOUGLAS LAFFRAK & Co.,
 Agents,
 Hongkong, 23rd November, 1880. [1816
 THE STEAMSHIP
 TO BOMBAY, VIA STRAITS.
 "THE P. & O. S. N. Co.'s Steamship
 "GEEBONG."
 I leave for the above places on MONDAY,
 the 29th instant, at FOUR P.M.
 A. McIVER,
 Hongkong, 22nd November, 1880. [1817
 THE STEAMSHIP
 FOR RAISING THE

[illegible]

E. B. JOBEY,
Natal Storekeeper,
Highong, 13th November, 1880. 1177

NOTICE.

THE UNDERSIGNED, having, on the 23rd October last, taken over the Business of SZE YEN Iron Shop, Fat Nam, which he has since conducted under the Style of SZE YUEN POOK & CO., begs to give notice that he will and is responsible for any Debts contracted by the SZE YUEN SHING TACK TONG.

ESTABLISHED IN 1832.

P. FISHER'S—NEWSPAPER AD-
VERTISING AGENT.
10, 21, MERCHANTS' EXCHANGE,
CHANCERY STREET, B. F.

A DVERTISING SOLICITOR for all News-
papers published on the Pacific Coast, the Sandwich Islands, Polynesia, Mexican Ports, Panama, Iquique, Japan, China, New Zealand, the Colonies, and Colonies, and all other parts of the tropics. Files of nearly every Newspaper published on the Pacific Coast are kept constantly on hand, and all Advertisers are allowed free access to them during the hours of business. The "HONGKONG DAILY PRESS" is kept on

at the Office of F. P. FISHER, who is authorized to receive Applications.

NOTICE TO MARINERS.
No. 159.

CHINA SEA.

TRANSFERENCE TO HAN RIVER—SWATOW DISTRICT.

DOVE ROCK WHISTLING BUOY.

NOTICE is hereby given that a RED and WHITE CHIMNEYED AUTOMATIC WHISTLING BUOY, 10 feet in diameter at the water line, has been moored in 4 fathoms of water about two miles from the pinnacle of the Dove Rock, so to mark the S. E. extremity of the reef.

By Order of the Inspector-General of Customs,
DAVID M. HENDERSON,
Engineer-in-Chief.

Special Maritime Commission,
Engineer's Office,
Shanghai, 4th October 1880. [In1734]

H E S T A G M O T E L
QUEEN'S ROAD HONGKONG

The Hotel is centrally situated—across within a few minutes walk of the principal Landing Stages,

Dinner at ONE o'clock. Dinner at SEVEN.
 Good Accommodation for Visitors.
 English and American Billiard Tables.
 J. COOK, PROPRIETOR.
 "JAPAN GAZETTE"
 YOKOHAMA.
 HAVING been appointed AGENT in HONG-
 KONG and SOUTH CHINA for the Japan
 "Gazette," "Japan Sailing Summary," and
 "Shipping List, Orders for Subscribers and
 advertisements for that Paper will be received
 at this Office.
 Publishing Daily Press Office,
 Cross Street, and Nos. 137,

NOTICE.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, &c.
For 1881.
(With which has been incorporated "The CHINA DIRECTORY.")

This Work is now being prepared for publication. Additional and improvements are being made to render it more valuable as a Commercial Guide.

These Firms who have not yet returned the Printed Forms which have been sent to them to fill up would oblige by doing so as early as possible.

The Publishers would be glad if New Comers, or those to whom Printed Forms have not been forwarded, would send in their Names and Addresses.

Terms for ADVERTISEMENTS may be learned on application at the Office.
Daily Press Office, November 20th, 1880.

NOTICE.

A. S. WATSON AND CO.
FAMILY AND DISPENSARY CHEMISTS.
By Appointment to His Excellency the GOVERNOR and His Royal Highness the DUKE OF EDINBURGH.
WHOLESALE AND RETAIL DRUGGISTS, PERFUMERS,
PATENT MEDICINE VENDOR,
DRUGGISTS, SUNDEYMAN,
AND
AERATED WATER MAKERS.

SHIPS' MEDICINE CHESTS REFITTED.
PASSENGER SHIPS SUPPLIED.

NOTICE.—To avoid delay in the execution of Orders it is particularly requested that all business communications be addressed to the Firm, A. S. Watson and Co., of HONGKONG DISPENSARY.

NOTICES TO CORRESPONDENTS.
Communications of Editorial matters should be addressed to "The Editor," and those on business "The Manager," and not to individuals. All letters for publication should be written on one side of the paper only.

Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.

BIRTH.
At Canton, on Sunday, 21st November, the wife of HENRY A. S. WATSON, Canton Dispensary, of a son.

The Daily Press.
HONGKONG, NOVEMBER 23rd, 1880.

Nor one of the four treaty ports opened to trade under the Treaty Convention can, so far, be said to have realized the expectations formed prior to the conclusion of that abortive agreement. Wuhu has, perhaps, of the four most nearly fulfilled the promise it gave, but the other three ports, from all of which more was expected, have disappointed foreigners.

It was believed that Wenchow would be a considerable tea-exporting port. It was thought that Ichang would prove the great outlet for the productions of Szechuen and that it would be the great outlet for the products of Szechuen and that it would be the great outlet for the products of Szechuen.

The last number of the *Nautical Magazine* has the following paragraph on British trade with China:—"It is difficult to say how much of the trade of the British Empire is accounted for by the trade with China. It is, however, satisfactory to note by the returns of trade for the year 1879 that the two ports which have hitherto yielded the most barren results—Ichang and Peking—have latterly shown decided signs of improvement.

We published the other day Mr. Pryn's report on the trade of Peking for 1879, in which he showed the sudden and gratifying increase in the trade of the port consequent upon the breaking down of the opposition to steamers and the issue of transit passes to foreigners.

Mr. Ender, assistant in charge of the Customs at Ichang, gives a very satisfactory account of the rising fortunes of Ichang, though the improvement is not so pronounced as that of the southern port. In his concluding remarks on the trade of Ichang, Mr. Ender says:—"There is, I believe, a prosperous future in store for Ichang; but it will be when the means of communication are other than they are at present. The steamers hitherto plying between the port and Hankow are not the best that could be devised for the purpose, and, as a result, serious delays to shippers are by no means infrequent. The great detriment to trade is the uncertainty in the minds of Szechuen merchants as to how long their valuable goods, such as silk, safflower, musk, and medicines, when forwarded to Ichang, must remain exposed in boats, or stored, as was the case last year, in a rickety godown, before an opportunity of shipping occurs.

Naturally enough, under these circumstances, which more or less involve loss of interest on capital, they consider it preferable to forward such merchandise by mules direct to Shanghai and Hankow. Until, therefore, there is some improvement in the present class of steamer, no very great development of the trade may be expected. The district around Ichang is comparatively poor and there is little demand there for foreign goods, but an increasing quantity of imports find their way into Szechuen under transit passes. Suitable steamers will doubtless be long placed on the river to carry on the trade with Ichang, which is evidently destined to develop steadily if not rapidly. Peking is clearly a rising port, and seems likely to grow into an important centre of commercial activity. But in both places the trade is mainly in the hands of Chinese, and seems likely to remain so, though most of the produce is shipped in foreign bottoms. That the trade is increasing at all, however, is matter for gratification, especially as it is very recently the wisdom of opening other ports to foreign trade—and not unreasonably so from all appearances—had been several times called in question.

An occasional correspondent in the North writes to the *N. C. Daily News* as follows:—"I have not seen you for some time, and I am sorry to hear that you are not well. I am sure you will be able to get over it, and I am sure you will be able to get over it."

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THE KAMASHI IRON WORKS.

JAPAN.

Among the ironworks of Japan, those newly erected at Kamashi in the prefecture of Miyagi, one of the best in Japan. It is perfectly adapted to the production of iron, and the works are situated on a large tract of land, within a stone's throw of the sea, and the iron ore being transported from the mines to the works by a railway, the works are connected with the coast and the sea by a most extensive system. The works are situated on a large tract of land, within a stone's throw of the sea, and the iron ore being transported from the mines to the works by a railway, the works are connected with the coast and the sea by a most extensive system. The works are situated on a large tract of land, within a stone's throw of the sea, and the iron ore being transported from the mines to the works by a railway, the works are connected with the coast and the sea by a most extensive system.

JAPANESE PIRATES IN THE CHINA SEAS.

It is pretty generally known that in the 15th, 16th, and 17th centuries, Japanese pirates were the scourge of the China seas, sometimes even extending their depredations as far as the coast of India. The latest and most extensive account of these pirates is given in a book published in London, which is entitled "The Japanese Pirates in the China Seas." The book is written by a Japanese, and is a most interesting and valuable work. It gives a full and complete account of the Japanese pirates, and of their depredations on the China seas. The book is written in a simple and straightforward manner, and is a most interesting and valuable work.

THE RETENTION OF INDIA.

In the current number of the *Contemporary Review*, Mr. Grant Allen discusses the question proposed in the title of his paper, "Why keep India?" Having arrived at the conclusion that "the material benefits of our tenure of India are illusory," he goes on to ask, "Is there not a higher and more advanced reason for keeping India?" He then proceeds to discuss the question of the retention of India, and of the material benefits of our tenure of India. He concludes that the retention of India is a most important and valuable thing, and that it is a most important and valuable thing.

INDUSTRY AND TRADE OF ZANZIBAR.

A Zanzibar correspondent of the *Austrian Monatshefte* for the East contributes some useful notes on the trade and industry of Zanzibar. The chief industry is the manufacture of copra, and much of the oil is lost, yet on account of the cheapness of the copra, the industry is very profitable, and the quality of the oil is wonderfully good. A French house had set up a hydraulic press for the work, but it was pulled down and another improved one put in its place, which promises to be a great improvement. Sugar is an article which every day rises in importance, and may in a short time be exported in great quantities. At present there are six or eight factories, in which only the sugar is refined, and the rest is sold as raw sugar. The sugar is refined in the factories, and the rest is sold as raw sugar. The sugar is refined in the factories, and the rest is sold as raw sugar.

LIFE IN THE RANKS.

JAPAN.

A correspondent writes to the *Standard*—"I am a soldier in the ranks, and my work is as hard as that of the infantry. My regiment stands very high for efficiency, and the work and discipline are most perfect. I can only say that it is, as regards the work and discipline, a most perfect system. I can only say that it is, as regards the work and discipline, a most perfect system. I can only say that it is, as regards the work and discipline, a most perfect system."

COMMERCIAL INTELLIGENCE.

MORLEY, 22nd November.

On LONDON, on demand, 9/3.
Bank Bills, at 90 days, 8/11.
Bank Bills, at 3 months, 8/11.
On LONDON, on demand, 9/3.
Bank Bills, at 90 days, 8/11.
Bank Bills, at 3 months, 8/11.

HONGKONG TEMPERATURE.

F. H. FORMER, Esq., Chairman.

Dried Lily Flowers—10 bags, at \$2.00, by Choo Choo to travelling trader.

Red Pass—30 bags, at \$1.50, by Kwong-Fook Wo to travelling trader.

Wing Shing—10 bags, at \$4.00, by Hoo Yee Wo to travelling trader.

White Wax—2 pieces, at \$87.00, by Tack Mee Hoo to travelling trader.

Red Pass—30 bags, at \$1.50, by Kwong-Fook Wo to travelling trader.

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VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	CAPTAIN	AT	FOR FREIGHT APPLY TO
LONDON, via SUEZ CANAL.	Glenorchy (str.)	B. Quarty	Hongkong	Jardine, Matheson & Co.
HAYRE AND LONDON	Trition	Kollase	Hongkong	Arnhold, Karberg & Co.
LONDON	Sumatra	H. A. Tribe	Hongkong	Carlowitz & Co.
HAYRE AND HAMBURG	Sumatra	Low	Hongkong	Carlowitz & Co.
NEW YORK	John R. Stanhope	Pillbury	Hongkong	Russell & Co.
NEW YORK	Dells of Oregon	Morrison	Hongkong	Vogel & Co.
SAN FRANCISCO, via Y-HANA	City of Peking (str.)		Hongkong	P. M. S. S. Co.
BOMBAY, via STRAITS	Geelong (str.)		Hongkong	P. & O. S. N. Co.
BOMBAY	Tobechy (str.)	A. O. Loggie	Hongkong	P. & O. S. N. Co.
SAIGON, SINGAPORE, &c.	Ara (str.)	Bretal	Hongkong	Messageries Maritimes.
SAIGON	Tunisi (str.)	Levine	Hongkong	Kung Onn.
FORT DAUWIN, &c.	Ocean (str.)	H. Welber		Goo. R. Stevens & Co.
FORT DAUWIN, &c.	Mommir (str.)			Guth, Livingston & Co.
SINGAPORE, COLOMBO, &c.	Verwagts (str.)			Kalshers & Co.
YOKOHAMA	Tunisi (str.)	Keynisi	Hongkong	Messageries Maritimes.
YOKOHAMA, via KOBÉ	Sumida-Maru.	Hutonet	Hongkong	Mitsui Bishi Mail S. Co.
YOKOHAMA, via NAGASAKI, &c.	Malacos (str.)			P. & O. S. N. Co.
SHANGHAI	Manila (str.)		Hongkong	Butcherfield & Swire.
SHANGHAI	Amoy (str.)	Loumer		Messageries Maritimes.
SHANGHAI	Kmluarg (str.)			P. & J. S. N. Co.
SWATOW, AMOY, & TAMSUI	Albay (str.)	F. Ashton	Hongkong	Douglas Lapaack & Co.
SWATOW, AMOY, & F'CHOW	Folien (str.)	Abbott	Hongkong	Douglas Lapaack & Co.
HIOHOW, PAKHOI, &c.	Ping-on (str.)	McChalm	Hongkong	Russell & Co.

ANTS

SKULL FOUND IN A SEALED CAVERN.

securing or rigging, were counted. As to the cost of the craft and supplies

[illegible]

A ROMANCE IN CHINESE LIFE

An impression at one time prevailed
 Perhaps still prevail among foreigners
 There is no such thing as love-making
 in Chinese life and that a young
 man is saved from the sweet and
 bitter experience of coitus
 all that time, and he is
 married to the old folk. But
 from a recent number of the
 long Chinese paper, which will go to
 that blood, as the Chinese say, is red
 all over:—

In the west end of a city in Kuang-
 shan is a pretty well-to-do family
 named Li. Mr. Li was a man of
 moving disposition who spent his
 time abroad and came back to be found
 a rich man. His wife, Mrs. Li, came of a
 high family; was accomplished and
 well educated. Her wit and literary talents
 had made her in the city the name
 of a benefactor of genius.

The Li family kept a great many
 slaves or maid-servants in the house;
 when there was one named Chia Yun
 who was extraordinarily pretty and
 otherwise superior to her superior.
 Chia Yun was naturally possessed
 of quick intelligence; and was so
 diligent and careful in her conduct that she
 gained the love and affection of her
 mistress. Mrs. Li taught her to
 read and Chia Yun showed herself an un-
 willing and apt scholar. When anything
 explained to her she understood it before
 she had finished your explanation; so
 that, in a short time, she could compose
 as well both in prose and verse. She
 often engaged with her mistress
 in literary exercises, the one composing
 and the other composing another in re-
 sponse. In this way she gained still more
 the affection of her mistress, who treated
 her as one of her own daughters and would
 not allow her to be mixed with the
 servants, and upon her. When she grew up
 became more beautiful than ever; grew
 Helen for beauty.

This year she was just seventeen
 years of age when her master Mr. Li came
 home on his travels. Seeing that Chia Yun
 was a young lady, he thought
 it was his duty to arrange for her marriage
 accordingly betrothed her to a
 rich man named Mr. Chiang.
 Heard of Miss Yin's beauty and accom-
 plishments, he sent her an offer of marriage.
 Li who had known Mr. Chiang for
 years, thought the match a very good
 one and therefore accepted it in the name of
 Yin without taking the trouble to
 tell her at all on the subject.

When the day came for the
 betrothal and the bride was to be
 carried off, Chia Yun, who had
 been so much loved and
 cherished, could not
 bear to be thus
 parted from her
 benefactor.

On the day of the wedding
 she was to be carried off
 to the bridegroom's
 house. She was
 dressed in her
 wedding dress
 and was being
 carried off by
 the bridegroom's
 attendants.

At the moment when she was
 being carried off, she
 saw her mistress
 standing by the
 door, looking
 after her with
 a sad expression
 on her face.

Chia Yun
 turned back
 and ran to her
 mistress, and
 threw herself
 at her feet, weeping
 bitterly.

Mrs. Li
 embraced her
 and wept
 with her.

Chia Yun
 said to her
 mistress, "I
 am being
 married to
 Mr. Chiang,
 and I shall
 never see
 you again."

Mrs. Li
 said to her,
 "Do not
 grieve, my
 dear. I shall
 be with you
 in spirit."

Chia Yun
 then turned
 back and
 went to the
 bridegroom's
 house.

When she
 reached the
 bridegroom's
 house, she
 found that
 Mr. Chiang
 was a very
 rich man
 and that he
 was a very
 kind man.

Chia Yun
 lived with
 Mr. Chiang
 for a few
 years, and
 she was
 very happy.

One day
 Mr. Chiang
 was out of
 the house
 and Chia
 Yun was
 alone.

She was
 sitting in
 her room
 and was
 thinking
 of her
 mistress.

She
 remembered
 how she
 had been
 loved and
 cherished
 by her
 mistress.

She
 remembered
 how she
 had been
 taught to
 read and
 write.

She
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 how she
 had been
 betrothed
 to Mr.
 Chiang.

She
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 how she
 had been
 carried
 off to the
 bridegroom's
 house.

She
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 to Mr.
 Chiang.

She
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She
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HONGKONG MARKET

As REPORTED BY CHINESE ON THE 22ND NOV., 1880.

WOOLLEN GOODS,

[illegible]

PRODUCE \$18.80 to 22

[illegible]

Peas Only, per pound	52.04 to
Peas, White, per pound	81.08 to

[illegible]

SHIPPING IN THE CHINA WATERS.

ORIGIN.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CARGOES.	DESTINATION.	VESSEL.	DATE OF ARRIVAL.	CAPTAIN.	FLAG AND REG.	TONS.	CARGOES.
YOKOHAMA.												
HONGKONG.												
STEAMERS.												
Albay	Oct. 27	F. Ashton	Brit. str.	386	D. Laprak & Co	Amoy	Helio	Oct. 27	Ewalt	Ger. sch.	60	Captain
America	Sept. 4	Mooney	Brit. str.	943	Birdy & Co	Amoy	Lottia	—	Hiltz	Ger. sch.	26	Holmbolt & Co
Ara	Nov. 23	Bewick	Fr. str.	2680	Messageries Maritimes.	Marseilles	Mid. Demorest	—	Walker	Brit. sh.	870	Walsh Hall & Co
Bellona	Nov. 15	Alcraus	Ger. str.	579	Siemssen & Co	—	Mary C. Bohm	Oct. 24	Petersen	Ger. sch.	55	P. Bohm
City of Peking	Nov. 18	G. G. Berry	Amr. str.	7079	P. M. S. S. Co	—	Pioneer	Oct. 17	Miles	Rus. sch.	72	Walsh, Hall & Co
Coquese	Nov. 14	Hanlin	Brit. str.	313	China	S. Francisco	Scottish Fairy	Oct. 19	Toussie	Brit. sh.	350	Malcolm & Co
Cranston	Nov. 14	Ravon	Brit. str.	647	Siemssen & Co	—	Star Queen	Oct. 13	Brooks	Brit. sh.	263	China
Goosling	Nov. 20	Atkinson	Brit. str.	1139	P. & O. S. N. Co	Hobfou	—	Oct. 11	Werner	Amr. sch.	30	Captain
Hing Shiao	Nov. 20	Hawthorne	Chi. str.	444	C. M. S. N. Co	—	—	—	—	—	—	—
Chiang	—	J. Ogston	Brit. str.	700	Batavia's Siro	Canton	Brasneto	Oct. 27	—	Brit. sh.	375	Captain
Kang-chi	Nov. 21	Croft	Chi. str.	863	C. M. S. N. Co	—	D. Teleford	Oct. 23	—	Span. sh.	538	Captain
Lin-Kiang	—	T. Baunung	Brit. str.	1101	I. O. & Steamboat Co	Canton	Estrella	Oct. 16	—	Span. sh.	523	Captain
Monahs	Nov. 23	J. Nicol	Brit. str.	1559	Butterfield & Swire	—	Freja	Oct. 23	—	Dan. sh.	873	Captain
Naples	Nov. 6	White	Brit. str.	1473	James. Matheson & Co	—	Jessie Stora	Aug. 5	—	Brit. sh.	614	Captain
Oonaa	Nov. 13	Webber	Brit. str.	1031	Russell & Co	Shanghai	Marnet	—	—	Span. sh.	62	Captain
Paladin	Nov. 23	Parker	Brit. str.	598	C. M. S. N. Co	—	Paradiso	Sept. 24	—	Ital. sh.	736	Captain
Passy	Nov. 1	Fraser	Brit. str.	211	Branda & Co	—	—	—	—	—	—	—
Peoli	Nov. 3	Grenfell	Brit. sh.	705	Chinsee	—	—	—	—	—	—	—
Pensido	Nov. 8	Cain	Brit. str.	632	Geo. R. Stevens & Co	—	—	—	—	—	—	—
Ping-ou	Nov. 22	McCaslin	Amr. str.	1477	Russell & Co	Hobou	A. Bafrice	Oct. 29	Albert	Oct. 29	—	—
Pouvan	—	A. C. Carey	Brit. str.	933	C. M. & M. Steamboat Co	Canton	Ladite	Oct. 24	—	Fr. sh.	557	Bahre & Co
Ranantianuh	Nov. 10	Hopkins	Brit. str.	903	Yen Fat Hong	Bangkok	Pablo Sencat	Oct. 24	Naristang	Span. sh.	575	Ed. R. A. Spoon
Tainis	Nov. 20	Toppan	Fr. str.	1756	Messageries Maritimes	Yokohama	—	—	—	—	—	—
Tanis	Nov. 20	Irvine	Brit. str.	887	Jardine, Matheson & Co	—	—	—	—	—	—	—
Taka	Nov. 21	Hanuset	Jap. str.	825	Mitsui Bishi M. S. S. Co	—	—	—	—	—	—	—
Sunida Mara	Nov. 21	O. Browne	Brit. str.	250	Kwok Aukong & Sons	Macao	—	—	—	—	—	—
Yol-sai	—	Scott	Brit. str.	283	Kwok Aukong & Sons	—	—	—	—	—	—	—
Yotung	Nov. 21	—	—	—	—	—	—	—	—	—	—	—
SAIGON.												
IN PORT ON 27th NOVEMBER, 1880.												
BANGKOK.												
IN PORT ON 27th OCTOBER, 1880.												

THE PROFILOGRAPH.

[illegible]

ELECTRIC STORMS.

The valley of the Missouri, and district which suffered somewhat from tornadoes, has been examined by Professor Tye, who has come to the opinion that the tornadoes which cleared the country at this time came from the fact that the buildings were covered most were those which were covered with zinc or other metallic roofing, and the houses roofed with slats or tiles were invariably escaped. The iron chimneys of a factory at St. Louis were blown down in a peculiar manner, while the rest of the building showed no trace of damage. The same happened to the bell tower of a large school, which, being made of stone, was completely destroyed. The Professor also noticed that those trees which were blown down were blown from the north or from the windward side, or bent in a direction by the storm, but that the whole lot were stripped of their leaves instantaneously like broomsticks; and that the bark peeled off as if by scorching.—*Times*.

CALLAO

Callao, near Lima the most important city of Peru, appears from Mr. March's British Consul's description to be a most undesirable place of residence, even if it is not being bombarded by a Chilean fleet. The old quarters are in the centre of the town, and with the exception of two of them are twelve yards wide, are made of winding and narrow streets, and are a squalid and filthy place. Portions of the town show the level of the sea, from which they are only separated by a bank of sand. There are also indications of the eruption in the neighbourhood of some small volcanoes, probably a submarine one; and it is thought, accounts for the curious conditions which the city so frequently suffers. When the sea is agitated by a storm, the disturbance the sea causes is so great that the houses are said to be extremely annoyed. This infliction, added to the annoyance as necessarily result from the absence of anything like military regulations, the scarcity of potable water, and the most complete disregard of the ordinary amenities of life, renders Callao a most unpleasant place to live in. The city has long gone, indeed, many vicissitudes. It was attacked by a Chilean fleet, with 240 guns, in 1881, and 1,600 men, but after a siege of five months the city was obliged to retire. In 1872, the city was destroyed by a tidal wave, after which it was built on a larger scale. But in 1874 the city was, accompanied by an earthquake, completely effaced every vestige of the old city. From 1874 to 1881, when the city was experienced three times in a few years, the city of 1874, Callao seems to be little affected by such catastrophes as these. Notwithstanding all these disadvantages Callao has some good points. Its climate is the seasons vary but little, it never rains, thunder and lightning are equally common. Mr. March thinks, too, that, with a system of drainage and a little good government, the town might be a very pleasant place from the fever which are the product and prove an fatal to life.

HER BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON

	NAME.	RIG.	GUNS.	R.F.	CAPTAIN.	WHERE.
	Albatross	screw sloop	4	129	Com. Errington	Chefoo
	Comus	covette	14	230	Captain J. W. East	Yokohama
	Caracas	covette	14	230	Captain W. H. Canning	Singapore
	Egeria	screw sloop	4	129	Com. C. Johnson	Singapore
	Encounter	steam covette	14	350	Capt. John A. Denison	Shanghai
	Flying Fish	double screw	4	129	Lieut.-Com. Holkous	Go route
	Fly	double-screw gun-vessel	4	129	Com. A. F. St. Clair	Tientsin
	Foxhound	gunboat	4	470	Lieut.-Com. W. Howell	Nagasaki
	Iron Du. B.	double-screw iron frigate	14	500	Lieut. F. Flavelle	Shanghai
	Kerber	double-screw gun vessel	3	169	Capt. W. H. Lang	En route
	Lapwing	double-screw gun-vessel	3	169	Com. W. G. Scott	Shanghai
	Lily	screw gun-vessel	3	95	Com. S. Grove	Hongkong
	Magnie	surveying vessel	3	169	Captain K. H. Napier	Amoy
	Midge	double-screw gun-vessel	4	129	In reserve	Hongkong
	Molecat	steam covette	14	350	Lieut.-Com. G. Mead	Shanghai
	Moonion	gunboat	4	387	Lieut.-Com. W. Cayey	Shanghai
	Mosquito	gunboat	4	90	Lieut.-Com. G. E. Gray	Newchwang
	Pegasus	gunboat	6	90	Com. Hoat H. S. Ho	Pootung
	Seldraide	gunboat	3	367	Lieut. Com. M. Bratter	Amoy
	Swinger	gunboat	2	99	Lieut.-Com. O. Tudor	Amoy
	Y. Emanuel	receiving ship	20	—	Commodore Smith	Hongkong
	Vigilant	rapid despatch-vessel	2	259	Lieut.-Com. Anousley	Shanghai
	Wiscen	turret-ship	4	350	In reserve	Hongkong

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION

NAME.	FLAG.	GUNS.	H.P.	CAPTAIN.	WHERE.
Abrook	Russian gunboat.	7	80	Captain Schanz.	Yokohama.
Adonis	French gunboat.	5	250	Commander Caillard.	Chief of
Albatross	American gunboat.	4	600	Commander Huntington.	Holland.
Africa	Russian cruiser.	14	—	Captain Aleassoff.	Vladivostok.
Asheville	American corvette.	8	750	Commander Johnston.	San Francisco.
Aida	Russian cruiser.	8	250	Captain Amosoff.	Vladivostok.
Asikoff	Russian corvette.	10	450	Captain Deak.	San Francisco.
Chaplains	French corvette.	10	450	Captain Michail.	San Francisco.
Cypress	Russian corvette.	8	250	Captain Nasimoff.	Vladivostok.
Cyclon	German gunboat.	4	250	Lieut.-Com. Schultmann.	San Francisco.
Dijit	Russian frigate.	18	250	Commander Lierum.	Vladivostok.
D. of Edinburgh	Russian frigate.	—	—	Captain Jorvelsky.	San Francisco.
Ernak	Russian cruiser.	—	—	Captain Koltchan.	Passaic.
Europa	Russian cruiser.	12	—	Captain Gripenberg.	Honolulu.
Fregat	German corvette.	8	240	Captain Von Hippel.	San Francisco.
General Admiral	Russian frigate.	—	—	Captain Sockoff.	San Francisco.
Gormostal	Russian gunboat.	8	420	Commander Star.	Nagasaki.
Itila	Russian gunboat.	8	420	Commander Klansa.	San Francisco.
Kerguelen	French frigate.	6	250	Captain Mathieu.	Honolulu.
Lee Tak	Antares gunboat.	—	—	Commander Y. W. Tong.	Honolulu.
Mendovi	Portuguese gunboat.	7	—	Commander Vienna.	Shanghai.
Maria de Molina	Spanish corvette.	4	200	Captain Don T. Ollores.	Manila.
M. du Dneor	Spanish despatch-vss.	2	300	Don Luch.	Manila.
Mulla	Russian ironclad.	4	200	Captain P. Nazimoff.	Shanghai.
Mononey	American gunboat.	6	700	Commander Sumner.	San Francisco.
Morgo	Russian gunboat.	7	80	Commander Tatarinoff.	Shanghai.
Nesadauk	Russian corvette.	—	—	Captain Kolosoff.	Chief of
Nappa	Russian cruiser.	—	80	Commander Valront.	Nagasaki.
Onesheimf	American gunboat.	6	200	Captain Schestakoff.	San Francisco.
Palao	Russian corvette.	8	—	Lieut.-Commander Green.	Shanghai.
Paston	Russian corvette.	8	—	Captain Poliansky.	Vladivostok.
Prince Pogarsky	Russian frigate.	12	250	Captain Thillot.	Vladivostok.
Rasbovitz	Russian corvette.	11	850	Captain Giffitt.	San Francisco.
Richmond	American frigate.	11	200	Captain Benham.	Kobe.
Schlesburg	Russian corvette.	7	80	Captain Waitisky.	San Francisco.
Sokol	Russian gunboat.	7	80	Commander Boylv.	Vladivostok.
Strolok	Russian corvette.	8	700	Commander Boliver.	Yokohama.
Swatara	American gunboat.	8	200	Commander Sampson.	Manila.
Tamaga	Portuguese gunboat.	18	175	Captain de Rio Carralho.	Shanghai.
Tatania	Russian gunboat.	—	—	Captain Aguirer.	Shanghai.
Tongva	German gunboat.	12	300	Commander Hook.	Shanghai.
Wolf	Italian frigate.	4	440	Commander Deoks.	San Francisco.
Vetor Piansi	German corvette.	12	300	Capt. Duke of Genoa.	Japan.
Vinota	Russian cruiser.	—	—	Captain Alizon.	Nagasaki.
Wobnitz	Russian corvette.	—	—	Captain Loman.	San Francisco.
Yokohama	Russian cruiser.	6	—	Captain Avel.	Vladivostok.

CANTON GUNBOAT SQUADROS.

NAME	FLAG AND REG.	GUNS	TONS	H.P.	COMMANDER.	STATION.
Anlan	Vietor's gunboat	7	350	75	J. Godsil	Tong-king
Chao-hing	Keweenaw cruiser	2	30	20		Canton
Chien-to	Vietor's gunboat	7	350	75	J. Stewart	Cape-ming
Chien-jui	Keweenaw cruiser	5	30	20	Walker	West on
Cheung-wan						Canton R.
Ching-co	Revenite cruiser	2	30	30	Chung-ying-fai	Pak-hoi
Ching-tung	Vietor's gunboat	4	180	60	F. Boss rd	Chung-cho
Feng-cha-hai	Revenite cruiser	4	600	120	C. H. Palmer	Bogotá Bay
Tehing-on	Vietor's gunboat	2	120	40	Chinese Admiral	Bogotá Bay
Tehing-po	Vietor's gunboat	3	100	40	Ching-sha	West Coast
Toban-tung	Revenite cruiser	2	150	40	Ching-sha	Borneo For
Quang-on	Vietor's gunboat	2	120	40	Lie-ying-tia	Macao
Shien-chi	Revenite cruiser	5	180	60	J. R. Wade	Hai-ling-ke
Sai-tung	Vietor's gunboat	4	180	60	J. Calder	Canton R.
Li-shó	Revenite cruiser	4	80	20	D. Reed	West Coast
Tsai-ko	Vietor's gunboat	6	180	60	A. Garrau	West Coast

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